

EARMARK DECLARATION

HON. CONNIE MACK

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. MACK. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Project Name: Interstate 75/Collier Boulevard/SR 84 Interchange Improvements

Requesting Member: Congressman CONNIE MACK

Bill Number: H.R. 3228, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010.

Account: Federal Highway Administration

Legal Name of Requesting Entity: Florida Department of Transportation

Address of Requesting Entity: 605 Suwannee Street, Tallahassee, Florida 32399

Description of Request/Justification of Federal Funding: The current interchange serves the east Naples area, Golden Gate City and Marco Island, and is the closest interchange from the east to the City of Naples. The \$800,000 in funding will be utilized for capacity improvements at the Interstate 75/Collier Boulevard/SR 84 Interchange and will improve traffic flow in the region.

TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2010

SPEECH OF

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 23, 2009

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3288) making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010, and for other purposes:

Mr. MICA. Mr. Chair, I rise in strong opposition to this amendment.

The Frelinghuysen Amendment is yet another example of Congress wrongfully interfering with vital aviation infrastructure projects. It would bring to a screeching halt the years of investment, in time, expertise, and money, which the FAA has contributed to this important airspace redesign project.

The last comprehensive change to the airspace in the Northeast occurred in 1987 and 1988—over twenty years ago.

Since that time, air traffic has grown significantly, new markets have developed at home and abroad, aircraft are significantly quieter, aircraft performance has improved, and re-

gional jets have replaced many of the turboprops. Just as the nation's highway infrastructure must change over time to meet increased demand, to maintain safety and relieve congestion, so must the airspace.

To meet this increase in demand, the FAA announced in April 1998 the initiation of the New York/New Jersey/ Philadelphia (NY/NJ/PHL) Airspace redesign project.

For the next seven years, the FAA conducted numerous public meetings and received input from a variety of aviation industry and community interests, public agencies, and political representatives. The FAA released a Draft Environmental Impact Statement in 2005 outlining the project's environmental impacts. Following a series of public meetings, many of which presented alternative plans, the FAA released its Final Environmental Impact Statement in 2007.

This redesign plan should come as no surprise to Congress. The FAA has hosted 14 Congressional briefings since March 2003. Clearly, the entire process has been conducted in an open and transparent manner.

The proposed airspace redesign will address the most critical problem in today's air traffic control system—air traffic congestion.

The redesign involves four of our nation's most congested airports: Newark, LaGuardia, JFK, and Philadelphia. Even with the current downturn in air travel, these airports remain the most delayed in the system. Almost 83% of chronically delayed flights begin in New York Air Traffic Control airspace. The system of air corridors around New York and Philadelphia are currently congested and are due for even more traffic in the future.

As seen repeatedly, severe weather adds to the problem of an already congested air traffic system. The airspace redesign will improve operations in severe weather. Delay savings could be as much as \$1 million per day.

A 1999 independent aviation study found that air traffic congestion nationwide could cost \$46 billion to the nation's economy in 2010, resulting from a change in travel time of 3 minutes per flight. This includes costs to airlines, loss of service to people who wish to travel, and over 200,000 lost jobs in aviation and other industries.

Despite the years of the hard work, the open and transparent process, adherence to safety, regulatory and environmental requirements, and the tremendous benefits to the airspace system, the New York/New Jersey/Philadelphia economies, and the Nation as a whole, this amendment would throw it all away.

The FAA must be able to redesign outdated airspace configurations rendered inefficient and obsolete by air traffic control modernization, improvements in aircraft systems, and the growing demands of the aviation system.

It is imperative that these decisions be made in a manner that is insulated from political influence.

This amendment severely undermines FAA's efforts to reform an inefficient and overburdened key component to our national airspace. I urge my colleagues to oppose it.

EARMARK DECLARATION

HON. MICHAEL C. BURGESS

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. BURGESS. Madam Speaker, pursuant to the U.S. House of Representatives Republican Leadership standards on earmarks, I am submitting the following information regarding four earmarks I received as part H.R. 3288, the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act of FY 2010:

Project Name: Alliance Airport, Runway Extension Project—Federal Aviation Administration, Airport Improvement Program, Alliance Airport Runway Extension Program, TX—\$750,000

The Runway Extension Project at Alliance Airport in Denton County will lengthen the runways to 11,000 feet and will allow for greater utilization of the airfield and provide greater capacity as a reliever for DFW International Airport. It will also allow for the cargo carriers to safely maximize their loads and not have to compromise fuel, cargo or both. The increased growth of the airfield will provide many jobs and economic activity. The runway extension project has local, regional and national significance and impacts the infrastructure around the airport. In addition to the runway extension the project will open up the west side of the airport for more airside development and improve access to the Alliance Intermodal facility, which has already proven economic growth benefits to the entire North Texas area. With the advantages of a longer runway at Alliance the nation benefits from this premier intermodal industrial facility that can serve the world.

Alliance Air Services is located at 2221 Alliance Boulevard, Suite 100, Fort Worth, TX 761774300.

Project Name: Grade Separated Railroad Crossing, Town of Northlake, TX—Federal Railroad Administration, Rail line Relocation and Improvement Program—\$500,000

The Town of Northlake, TX is requesting these funds to provide grade separation for an east-west crossing of the BNSF railroad for public safety, emergency response and regional mobility. Currently the only grade separated crossings are at SH 114 and US 380, a distance of fifteen miles. The proposed crossing would be approximately halfway between these crossings. The communities of Fort Worth, Justin, DSH and Northlake need an east-west thoroughfare that is not prone to flood and not impeded by the steady flow of freight trains. Trains on this line can block at-grade crossing for up to an hour; crucial minutes when emergency services are needed. Town of Northlake, TX is located at 1301 FM 407 Northlake, TX 76247.

Project Name: The Fort Worth Transportation Authority, Southwest-to-Northeast Rail Corridor—Federal Transit Administration, Program, Capital Improvement Grants—\$4,000,000

The Fort Worth Transportation Authority (The T) is seeking \$4,000,000 in federal funding to develop plans for a rail line in the Southwest-to-Northeast Rail Corridor across Tarrant County. Federal funding of this project will continue the advancement of affordable mobility for transit users while continuing to reduce traffic congestion and improve air quality.

Federal support is crucial to public transit and allows transit authorities across the nation to continue to provide quality public transportation services to meet changing needs of transit passengers.

The Fort Worth Transportation Authority is located at 1600 E. Lancaster Avenue, Fort Worth, TX 76102.

Project Name: Texas Wesleyan University, Rosedale Avenue Redevelopment Initiative Building Renovations—Department of Housing and Urban Development, Economic Development Initiatives—\$250,000

The purpose of this initiative is to fully renovate and revitalize a three-block area in an extremely economically devastated area that surrounds Texas Wesleyan University. Texas Wesleyan University has developed a comprehensive revitalization plan that includes replacing the current buildings on Rosedale Avenue in Fort Worth with attractive commercial buildings and open spaces that will enhance the appearance and improve the safety of this three-block and the Texas Wesleyan community. The City of Fort Worth has designated this area of the city as a Neighborhood Empowerment Zone (NEZ) that signifies the city's desire to encourage rehabilitation and economic growth. This request is the second phase of the Rosedale Plan which calls for renovation and reconstruction of the historic Dillow House, long a part of Texas Wesleyan life through its history as classrooms, housing, offices, and an alumni center. The University will use this facility as the permanent house for its Business Incubation Center sponsored and supported by its School of Business, and also as a meeting place for alumni and community. Additional funding will be used for student housing to be built along Rosedale, which will provide much needed housing for students and their families. Funding will also be used to create green spaces that will provide parks for the community and the University.

Texas Wesleyan University (TWU) is located at 1201 Wesleyan Street, Fort Worth, TX 76105.

EARMARK DECLARATION

HON. JOHN SULLIVAN

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. SULLIVAN. Madam Speaker, consistent with House Republican Earmark Standards, I am submitting the following earmark disclosure and certification information for three project funding requests that I made and were included within the text of H.R. 3298—Departments of Labor, Health and Human Services, and Education, and Related Agencies Appropriations Act, 2010.

PROJECT 1

Project: Tulsa Academic Center

Project Amount: \$350,000

Account: Elementary & Secondary Education

Legal Name of Requesting Entity: Tulsa Public Schools

Address of Requesting Entity: 3027 South New Haven Ave., Tulsa, OK 74114.

Description of Request: Tulsa Public Schools are twelfth in the nation in the highest percentage of students dropping out of high

school. The Tulsa Public Schools Academic Center, an alternative education school for secondary students, serves students' academic needs in an environment stressing self discipline and respect. The Tulsa Learning Academy serves as a drop-out recovery program for students who need a minimum number of credits to obtain their diploma and who may need to work while they attend school.

PROJECT 2

Project: University of Oklahoma—College of Medicine, Tulsa, OK, for Facilities and Equipment

Project Amount: \$300,000

Account: Health Resources and Services Administration—Health Facilities and Services
Legal Name of Requesting Entity: University of Oklahoma College of Medicine

Address of Requesting Entity: 4502 E 41st Street, Tulsa, OK 74135

Description of Request: Funding this project will help deliver healthcare services to a woefully underserved area. The lack of access to healthcare has resulted in significantly higher rates of chronic illness and disease and drastically lower life expectancy ranges. Investing in this clinic will help improve the lives and livelihoods of the residents and in turn promote a healthier workforce and economy in the region.

PROJECT 3

Project: Oklahoma State University—Center for Health Systems, Tulsa, OK, for purchase of equipment, including a mobile clinic

Project Amount: \$300,000

Account: Health Resources and Services Administration—Health Facilities and Services
Legal Name of Requesting Entity: Oklahoma State University Center for Health Sciences

Address of Requesting Entity: 1111 West 17th Street, Tulsa, OK 74107.

Description of Request: This project will achieve two goals: (1) expand and enhance the OSU Center for Health Science's health information technology system, including its telemedicine and distance learning as well as electronic medical records network, and (2) bring diagnostic and medical services to geographic regions in Oklahoma where even telemedicine is not yet feasible or reasonably located by use of a mobile clinic. The mobile clinics will be available to provide medical services in response to natural or manmade disasters.

KOREAN WAR VETERANS RECOGNITION ACT

SPEECH OF

HON. JOHN B. LARSON

OF CONNECTICUT

IN THE HOUSE OF REPRESENTATIVES

Monday, July 20, 2009

Mr. LARSON of Connecticut. Mr. Speaker, today, I am proud to recognize the past and present service of one of my constituents, Mr. James W. Shelmerdine, Jr., who served with great honor during the Korean War and continues to serve on behalf of Korean War veterans in the State of Connecticut.

Mr. Shelmerdine deserves our recognition not only for his service to our country in Korea, but also for his leadership and volunteerism after the war. Mr. Shelmerdine commands a local chapter of the Korean War Vet-

erans Association and advocates tirelessly for Korean War veterans at the State of Connecticut Department of Veterans Affairs, Veterans' Home in Rocky Hill, which houses some of the state's neediest veterans.

It is with great pride that I join my colleagues in the House of Representatives in recognizing the courage and sacrifice of Korean War veterans like Mr. Shelmerdine and honoring them by designating July 27 as National Korean War Veterans Armistice Day. I fully support H.R. 2632, The Korean War Veterans Recognition Act; and, I commend Chairman RANGEL for his service, both in the Korean War and in the House of Representatives.

HONORING ISABEL P. RUIZ AND HER LIFE OF SERVICE

HON. LOIS CAPPS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mrs. CAPPS. Madam Speaker, I rise today to honor a true humanitarian. Isabel P. Ruiz passed away on July 2, 2009 after a life devoted to her family and community. She will be sorely missed by her husband Napoleon, her two children David and Diana, and all who knew her.

Isabel came to the United States from Peru, where she was born and completed her residency as an OB/GYN. In addition to her role as a mother and wife, Isabel served as director of EOC Health Services, clinic manager of Community Health Centers, social worker for the San Luis Obispo County Health Department and board member of French Hospital Medical Center, the American Cancer Society, the Latino Outreach Council and the Oceano Community Center.

Throughout her exemplary career, she developed a local medical clinic, established sex education and senior health screening programs, started free mammogram programs for uninsured women and organized community health fairs in San Luis Obispo County.

Her name lives on in the Isabel P. Ruiz Humanitarian Award, designed to recognize "... demonstrated selfless desire to help others, community leadership in the county, steady ongoing advocacy to create change and an ability to influence others to create change."

Serving tireless community advocates like Isabel in Congress is a great honor. My thoughts and prayers go out to her family and friends during this difficult time.

JULY 25, 1995 MASSACRE IN ZEPA, BOSNIA

HON. ANDRÉ CARSON

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Friday, July 24, 2009

Mr. CARSON of Indiana. Madam Speaker, tomorrow, the international community will remember a tragic day in the genocide that ravaged Bosnia and Herzegovina between 1992 and 1995. For over three years, the town of Zepa, Bosnia remained under siege by the Republika Srpska, despite being named a safe haven for